



vol. 68.

REFERENCE LIST

OF

RAILWAY

Letter Post Stamps

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. . . NORWOOD, S.E.



**M**Y thanks are specially due to the Officials of the following Railway Companies for valuable assistance :

Barry, Cambrian, Cork Bandon and South Coast, Cork and Macroom Direct, Donegal, East and West Junction, Furness, Garstang and Knot End, Manchester, South Junction and Altrincham, Maryport and Carlisle, Midland and Great Northern, Neath and Brecon, North Eastern, North London and South Eastern.



## Railway Letter Post Stamps.

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IN 1891, the various Railway Companies of Great Britain and Ireland entered into an agreement with the Postmaster-General "to accept and convey by the next available train, or steamship, single inland post letters, not exceeding two ounces in weight [the limit has this year been raised to four ounces], either to be called for at the Station of Address, or to be transferred there to the nearest Post Office letter box, for delivery by postman."

According to the agreement, such letters are to be properly stamped as if for transmission by post, the Railway Companies being empowered to charge an extra fee of 2d. per letter. According to the *Post Office Guide*: "Before a Railway Letter can be accepted by a servant of a Railway Company, the sender must affix to the cover, in the same way as to an ordinary post letter, a postage stamp (or stamps) of the value of 1d., which should, on acceptance of the Letter, be obliterated by the railway servant, and must in addition pay to such servant the sum of 2d. in cash, no more and no less. The railway servant will affix and obliterate an adhesive label issued by the Railway Company. This label will simply indicate that the sum of 2d. has been paid to the Railway Company."

This arrangement came into force on Sunday, February 1st, 1891.



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## THE PRINCIPAL TYPES.

WHILST the letter stamps of the various companies are in general uniform, being all of the value of two-pence (with one exception) and consisting of a rectangle (26 to 29mm. by 29 to 33mm.) with the name of the railway at the top and bottom, and the value 2d. in the centre surrounded by a circular band, inscribed "Fee for conveyance of single post letters by railway"; yet the stamps of one printer differ considerably in detail from those of another.

Of the various competing firms, Messrs. McCorquodale and Co., received the largest number of orders for stamps from the Railway Companies. So far as we have been able to ascertain, the following is a correct list of the chief printing establishments, with the number of companies to which they supplied letter post stamps :

McCorquodale & Co. (London) .. ..	19
"    "    (Glasgow) .. ..	12
Waterlow & Sons (London) .. ..	15
Bemrose (Derby) .. ..	8
? (Manchester) .. ..	8
Sealy, Bryers & Walker (Dublin) ..	10
N. Harvey & Co. (Waterford) .. ..	5
Purcell & Co. (Cork) .. ..	3
R. Carswell & Son (Belfast) .. ..	4
12 other Companies .. ..	14
21	98

The chief difference in the design will be apparent from the illustrations and need not be described here, but apart from the design certain peculiarities may be mentioned.

**McCorquodale & Co., London.**—Twelve of the nineteen companies' stamps are printed in sheets of twelve (two rows of six), first supplies being rouletted,





McCorquodale,  
London.



McCorquodale,  
Glasgow.



Manchester type.  
With outer line.



Bemrose,  
Derby.

but later perforated. Those of two other companies are in sheets of ten (two rows of five), all sheets of this size being rouletted on coloured lines. In the other four cases the sheets consist in three cases of sixty stamps, and in the other of twenty, generally rouletted. The majority of the stamps bear control numbers.

**McCorquodale & Co., Glasgow.**—All stamps printed at this establishment are in sheets of twelve, the stamps being at first arranged in three rows of four, but in later supplies the arrangement is varied, being in one case  $3 \times 4$ , and in another  $2 \times 6$ . All stamps are perf. 12, and none have control numbers.

**Waterlow & Sons.**—Most of the stamps supplied by this firm are printed in sheets of twenty-four, divided by a vertical margin into two panes of twelve. Except in two instances, the sheets are divided into panes before delivery. In six of the fourteen cases the stamps are in sheets of thirty or sixty. The first supplies were perf.  $11\frac{1}{2}$ , but in later specimens gauges 10, 11, 12 and  $14\frac{1}{2}$  may be met with. The stamps of only one line bear control numbers.

(?), **Manchester.**—The stamps of this firm are usually in sheets of twelve, four rows of three, six types being distinguishable on each sheet. Early impressions show fine outer "guide lines," and in most sheets there occur one or more specimens with a single instead of a double line at top. The stamps are all perf.  $11\frac{1}{2}$ .

**Bemrose, Derby.**—This firm's stamps appear in sheets of 12, 20, 24 or 60, generally twelve in three rows of four. The perforation gauges 10 or 11. In most cases the stamps bear control numbers.

**Sealy, Bryers & Walker, Dublin.**—The early stamps of this firm are in sheets of 24, but since 1897 the size has been generally double this. The perforation now generally gauges 10 or  $12\frac{1}{4}$ , although a few years ago an intermediate gauge was used.



Waterlow.  
Lithograph.



Waterlow.  
Steel Plate.



Great Western.  
Lithograph.



Great Western.  
Steel Plate.

## LITHOGRAPHY.

As the majority of Railway Letter Post Stamps are lithographed, we give here a description of the lithographic process. (From a paper read before the Manchester Philatelic Society by Mr. W. W. Munn).

“Lithography is founded on the principle that the particular kind of stone selected for printing purposes has a strong affinity for grease and water. When lines of a greasy nature are drawn on a litho stone, and the stone afterwards wetted, if a roller covered with greasy printing ink be applied to the stone, this printing ink will have more affinity for the greasy lines than for those parts of the surface without lines. . . . .

“There are various methods employed in lithography, notably drawing on the stone with pen, brush or crayon, engraving on the stone, and drawing on transfer paper, and transferring to the stone from engraved plates. Transferring on stone may be divided into three kinds, 1st, transferring from original drawings or writings made on transfer paper, 2nd, transferring from drawings made on stone to save the original from being worn out by constant working, and 3rd, transferring from type or from engravings on steel or copper plates. The last named is one of the most useful applications of lithography in philately, and has been often utilized when a supply of stamps has been required in a hurry. . . . .

“Transfers from copper plates are made in the following manner. The copper plate is slightly warmed, and the transfer ink (which is a compound of tallow, wax, shellac, Castile soap, rosin and lamp black) spread over it with a dabber, working the ink carefully into the lines of the design. The plate is then wiped with a piece of rag, taking care not to remove any of the ink out of the engraving. Rub the palm of the hand with whitening and pass gently over plate till every speck of dirt disappears. Care in these two particulars is very essential, as any ink taken out of the design will be missing in the transfer, and any

particles of dirt left on the face of the plate will be transferred with the design. The transfer paper is damped evenly on the back, placed upon the plate, and pulled through the press. Heat the plate again and gently work off the transfer paper, which will have taken up the ink from the lines of the engraving. Take a clean polished litho stone, slightly warmed, damp the transfer from the plate on the back, place it face downwards on the stone, and pull through the press several times. The transfer paper is well soaked in water and removed, leaving the impression in transfer ink on the stone, which is then prepared for printing from. If the composition is too damp, it causes the impression to be doubled in places. If the composition is not tough enough, or sufficient pressure is not used in pulling through the press, the result is broken lines. Thus we see how it is possible to have so many minor varieties on the stamps produced by lithographic transfer."



## Reference List of Railway Letter Post Stamps.

**I**N the following list the various companies are classed according to the district mainly served by them.

1. England.
2. Wales.
3. Scotland.
4. Ireland.

The Great Central Railway, together with the several smaller lines of which it is part owner will be found after the Manchester, Sheffield and Lincolnshire Railway.

### **Aylesbury and Buckingham Railway** (now Metropolitan.)

1891. Printed by McCorquodale & Co., London. Sheets of 12, 2 rows of 6. Black control numbers. One issue only.

1. 2d. yellow-green, rouletted.

### **Cheshire Lines Committee.**

1891. Bemrose type. Sheets of 24, 6 rows of 4. Perf. 10. Two printings.

2. 2d. green, brown gum.
3. " white gum.

### **Cleator and Workington Junction Railway.**

1891. Special type. Sheets of 12, 4 rows of 3. Perf. 12. Only one issue.

4. 2d. emerald green (shades).



Cleator and Workington.



Colne Valley.



Hull and Barnsley.



Lancashire and E. Coast.

**Cockermouth, Keswick and Penrith Railway.**

1891. Type: McCorquodale, Glasgow. Perf. 12.  
First printing. Sheets of 12, 3 rows of 4.

5. 2d. very dark green (shades).

Second printing. Sheets of 12, 4 rows of 3.

6. 2d. pale yellow-green.

**Colne Valley Railway.**

1891. Special type. Perf. 11. Sheets of 12, 4 rows of 3. One printing.

7. 2d. bright green (slight shades),

**East and West Junction Railway.**

1891. Bemrose type. Black vertical control numbers. Perf. 10. Sheets of 12, 3 rows of 4.

8. 2d. green (Nos. 1 to 1000).

8a. 2d. pale green (Nos. 1001 to 3000).

**Eastern and Midlands Railway.**

1891. Printed by Waterlow & Sons. Sheets of 30, 6 rows of 5. Perf. 11½.

9. 2d. green (pale and dark shades).

**East London Railway.**

1891. Printed by Waterlow & Sons. Sheets of 2, (different types), divided into singles before delivery. Imperforate. Four printings.

10. 2d. dull rose (1st), types 1, 2.

11. 2d. pale rose (2nd), ..

12. 2d. bright rose (3rd), ..

13. 2d. orange rose (4th), ..

NOTE.—In type 2 the R of " Railway " and S of " East " are larger. In the second and fourth printings type 1 always has a pin hole at the N.W. corner and in the fourth type 2 has a similar hole at the S.E. corner.



**Furness Railways (The).**

1891. Type, McCorquodale & Co., London. Sheets of 10, 2 rows of 5. Rouletted on coloured lines. Three printings.

- 14. 2d. dark green (1st).
- 15. 2d. yellowish-green (2nd).
- 16. 2d. pale green, shades (3rd).

**Furness Railway (The).**

1896. Same design, but "S" removed from the word "Railways." One printing.

- 17. 2d. green (very pale and dark shade).
- 17*a*. .. with black control numbers.

**Garstang and Knot End Railway.**

1891. Type, McCorquodale & Co., London. Sheets of 12, 2 rows of 6. Black control numbers. Rouletted. One printing, numbered 1 to 1000.

- 18. 2d. green (shades).

**Great Eastern Railway.**

1891. Printed by Waterlow & Sons.

First issue, 1891. Lithographed.

- 19. 2d. green, perf. 11½.
- 20. .. .. 14½.

Second issue, 1894 (?). Printed from steel plates, in sheets of 30, 6 rows of 5.

- 21. 2d. bright green, perf. 12.
- 22. 2d. green, perf. 12.

NOTE.—The latter are slightly different in design from the lithographed issue, the chief distinction being in the omission from them of the stop after "Railway" and before "Fee."

**Great Northern Railway.**

1891. Printed in sheets of 60?, 10 rows of 6, by Waterlow & Sons.

23. 2d. green, perf. 11½.

24. 2d. yellowish-green, perf. 10.

NOTE.—One stamp in four is a variety without stop between "Railway" and "Fee."

**Great Western Railway.**

1891. Sheets of 60, 10 rows of 6.

First issue, lithographed.

25. 2d. green, perf. 11½.

Second issue, printed from steel plates.

26. 2d. bluish-green (shades), perf. 11½.

NOTE.—In the lithographed stamps there is a stop just before the word "Fee," and the word "Railway" is 14 mm. instead of 15 mm. long.

**Hull and Barnsley Company.**

1891. Issued in books of 18, with counterfoils. Perforated only on left-hand side. Two printings.

27. 2d. yellow-green, perf. 12.

28. 2d. green (shades), perf. 12.

**Lancashire and Yorkshire Rly.**

1891. Printed at Manchester, in sheets of 6, 2 rows of 3, each stamp being a different type.

29. 2d. green, with outer line.

30. " (shades), no outer line.

NOTE.—In the last issue the third stamp in the top row has the word "FOR" spelt "FCR," and in the second stamp the N.W. spandrel is defective. In the second stamp of the lower row the S.W. spandrel is similarly defective. Other minor differences exist.

**Lancashire, Derbyshire, and East Coast Railway.**

1897. Printed in sheets of 24, 6 rows of 4. Large black control numbers, 5 mm. high. Perf. 10.

31. 2d. green (shades).

**London and North Western Railway.**

1891. Printed by McCorquodale & Co. Sheets of 60, 10 rows of 6. Black control numbers. Rouletted.

32. 2d. yellow-green, control Nos. 3 mm. high.

33. 2d. green, " 4½ "

34. " (shades), " 3½ "

NOTE.—The control numbers of No. 32 run from 1 to 60,000, and of No. 33 from 60,001 to 100,000.

**London and South Western Railway.**

1891. Printed by Waterlow & Sons. Sheets of 24, cut up into panes of 12, 4 rows of 3, before delivery. Five printings.

35. 2d. dark green, perf. 11½.

36. 2d. bright green, " 11½.

37. 2d. pale green, " 11½ (1895).

38. " " 14½ (variety).

39. " imperf. (unissued variety).

40. 2d. yellow-green, perf. 11½ (1897).

41. " " 14½ (variety).

42. 2d. green, perf. 10 (July, 1898).

NOTE.—Nos. 37 to 41 have a white bar to the left of the letter O of "South" on each stamp (3rd and 4th printings).

**London, Brighton and South Coast Railway.**

1891. Printed by Waterlow & Sons. Sheets of 12, 3 rows of 4. (In the first issue, the arrangement was probably 4 rows of 3).

43. 2d. yellow-green, perf. 11½.

43a. 2d. dark green " 11½.

- |      |                  |       |      |
|------|------------------|-------|------|
| 44.  | 2d. pale green,  | perf. | 11½. |
| 44a. | 2d. green        | "     | 10.  |
| 45.  | 2d. yellow-green | "     | 10.  |
| 46.  | 2d. dark green   | "     | 10.  |

### London, Chatham and Dover Railway.

1891. Sheets of 60.

- |     |                     |         |            |
|-----|---------------------|---------|------------|
| 47. | 2d. emerald-green,  | imperf. |            |
| 48. | "                   | "       | perf. 11½. |
| 49. | 2d. dark green      | "       | 11½.       |
| 50. | 2d. yellowish-green | "       | 10½.       |

### London, Tilbury and Southend Railway.

1891. Printed by Waterlow & Sons. Sheets of 24, divided by a plain margin in two panes of 12, each 4 rows of 3.

- |     |            |       |      |                       |
|-----|------------|-------|------|-----------------------|
| 51. | 2d. green, | perf. | 11½. | outer margins imperf. |
| 52. | "          | "     | "    | " perf.               |

**Macclesfield Committee,** see under M. S. & L. Ry.

### Manchester, Sheffield and Lincolnshire Railway.

1891. Printed in sheets of 12, 4 rows of 3. Perf. 12.

*With outer line.*

- |     |                 |
|-----|-----------------|
| 53. | 2d. green.      |
| 54. | 2d. dull-green. |
| 55. | 2d. dark-green. |

NOTE.—Impressions in the latter shade may be found showing only very faint traces of the outer line.

*No outer line.*

- |     |                     |
|-----|---------------------|
| 56. | 2d. dark green.     |
| 57. | 2d. green (shades). |

NOTE.—A variety may be found having only a single instead of double line at top.

1897. Inscribed "Great Central Railway."  
58. 2d. green, with outer line.

**Macclesfield Committee.**

1891. Printed in sheets of 12.  
59. 2d. green, perf. 12, with outer line.

**North Wales and Liverpool Railway  
Committee.**

1891. Printed in sheets of 12.

60. 2d. dark green, perf. 12, no outer line.

NOTE.—A variety with single instead of double line at top occurs four times in each sheet.

**Oldham, Ashton and Guide Bridge Rly.**

1891. Printed in sheets of 6.  
61. 2d. green (shades), perf. 12, with outer line.

**Sheffield and Midland Railways Com-  
mittee.**

1891. Printed in sheets of 12.  
62. 2d. pale-green, with outer line.  
63. 2d. dark-green " " "

NOTE.—A variety occurs with single line at top.

**Manchester, South Junc. and Altrincham Railway.**

1891. Printed in sheets of 25, 5 rows of 5, each sheets showing six distinct types. Perf. 12.

64. 2d. green, no control number.  
65. " control numbers (1-1000).  
66. 2d. grey, " " (1001-2000).  
67. 2d. light-green " " (2001 on)

**Maryport and Carlisle Railway Company.**

1891. Printed by McCorquodale & Co., Glasgow.  
Sheets of 12, 3 rows of 4. Perf. 12.

68. 2d. bright green, glazed paper.  
69. 2d. green.  
70. 2d. yellow-green, margin of sheet imperf.

**Metropolitan Railway.**

1891. Printed by Waterlow & Sons. Sheets of 60,  
6 rows of 10. Black horizontal control numbers  
running from right to left. Five printings.

71. 2d. lilac-rose, perf.  $11\frac{1}{2}$ , fig.\*  $3\frac{1}{2}$ mm. high.  
72. 2d. brown-rose ..  $11\frac{1}{2}$ , ..  $3\frac{3}{4}$ mm. ..  
73. 2d. pink (shades) .. 10. ..  $3\frac{1}{2}$ mm. ..  
74. 2d. bright pink ..  $11\frac{1}{2}$ . ..  $3\frac{3}{4}$ mm. ..  
75. .. ..  $11\frac{1}{2}$ . ..  $3\frac{1}{4}$ mm. ..

NOTE.—Extremes of shade may be found, especially  
in the third issue. Every sheet comprises two types,  
placed alternately. In the second the word  
"Railway" is larger, and the letter "R" has a longer  
tail. Each issue consists of about 1000 stamps.

**Midland Railway.**

1891. Printed by Bemrose, Derby. Sheets of 12,  
3 rows of 4. Black vertical control numbers, running  
from bottom to top.

76. 2d. dull green, perf. 11, fig.  $4\frac{1}{2}$ mm. high.  
77. 2d. yellow-green, .. 11, ..  $4\frac{1}{2}$ mm. ..  
78. 2d. green, .. 10, .. 5mm. ..  
79. 2d. bright green, .. 10, ..  $4\frac{1}{2}$ mm. ..

**Midland and Great Northern Joint Railway.**

1895. Printed in sheets of 30, 6 rows of 5, by  
Waterlow & Sons.

80. 2d. green, perf. 11.

\* Figures of the Control Numbers.

**Midland and South Western Junction Railway.**

1891. Printed by Waterlow & Sons in sheets of 30, 6 rows of 5. Two printings.

81. 2d. green, perf. 11.

82. 2d. dull green, perf. 11.

**Northampton and Banbury Junction Railway.**

1891. Printed by Waterlow & Sons, in sheets of 12, 4 rows of 3. Perf. 11. Three printings.

83. 2d. green, margins imperf.

84. " " " perf.

85. 2d. dark green.

**North Eastern Railway.**

1891. Printed in sheets of 30, 5 rows of 6. Perf.  $11\frac{1}{2}$ .

*First type*, inscribed "Railway Letter Post,"—"To be used only for letters bearing a postage stamp." Black vertical control numbers,  $6\frac{1}{4}$ mm. high.

86. 2d. vermilion (shades).

NOTE.—Of this stamp 600 sheets (18,000 stamps) were printed, and those numbered 1 to 17,400 were issued, the remainder being destroyed.

*Second type*.—Black horizontal control numbers.

87. 2d. dark green, perf.  $11\frac{1}{2}$ , fig.  $4\frac{1}{2}$ mm. high.

88. " " second issue (?)

89. " " third issue (?)

90. 2d. pale green, perf.  $11\frac{1}{2}$ , fig. 5mm. high.

91. " "  $11\frac{1}{2}$ , without control Nos.

92. 2d. green, "  $11\frac{1}{2}$ , fig.  $4\frac{1}{2}$ mm. high.

93. 2d. pale green, "  $11\frac{1}{2}$ , " 5mm. "

94. 2d. green, "  $11\frac{1}{2}$ , "  $5\frac{1}{4}$ mm. "

NOTE.—The shape of the control figures varies considerably. The numbers of No. 87 run to about 38,000; of Nos. 88 and 89 to 88,000; and of Nos. 90, 92, 93 and 94 to 128,000 (approximately).

**North London Railway.**

1891. Printed by McCorquodale & Co., London. Sheets of 12, 2 rows of 6. Black control numbers.

95. 2d. yellow-green, rouletted, figs. 3mm. high.

96. 2d. pale-green, perf. 12, figs. 3½mm. high.

**North Staffordshire Railway.**

1891. Printed in sheets of 20, 4 rows of 5.

97. 2d. green, perf. 12.

98. 2d. dark green „ 12.

99. 2d. olive-green „ 11.

**North Wales and Liverpool Railway**

Committee, see under M. S. & L. Ry.

**Oldham, Ashton and Guide Bridge Ry.,**

see under M. S. & L. Ry.

**Severn and Wye and Severn Bridge Railway.**

1891. Printed by Waterlow & Sons. Sheets of 12, 4 rows of 3. Perf. 11.

100. 2d. green, margin of sheet imperf.

101. „ „ „ „ perf.

**Severn and Wye Joint Railway.**

1897. Printed by Waterlow & Sons. Sheets of 12, 4 rows of 3. Perf. 12.

102. 2d. green.

**Sheffield and Midland Rys.' Committee,**

see under M. S. & L. Ry.

**So. West. & Mid. Rly. Co.'s Som. & Dor: Joint Line.**

1891. Printed by Bemrose, Derby. Sheets of 12, 3 rows of 4. Perf. 10. Black horizontal control numbers.

103. 2d. green.

NOTE.—There was an earlier issue of which I have been unable to obtain a description.





North Eastern.  
First type.



North Eastern.  
Second type.



London, Chatham & Dover.



North Staffordshire.

**South Eastern Railway.**

1891. First type, printed by Bemrose, Derby. Sheets of 20, 4 rows of 5. Perf. 11. One printing.

104. 2d. dull green, green, olive-green.

1892. Second type. Printed by McCorquodale & Co., London. Sheets of 60, 6 rows of 10. Black control numbers, vertical in first issue, horizontal in others. Five printings.

105. 2d. green, perf.  $11\frac{1}{2}$ , fig.  $3\frac{1}{4}$ mm. high.

106. 2d. yellow-green, rouletted, fig.  $3\frac{1}{4}$ mm. high.

107. 2d. green, perf.  $11\frac{1}{2}$ , fig.  $3\frac{1}{4}$ mm. high.

108.

109. 2d. "bright green", rouletted, fig.  $3\frac{1}{4}$ mm. high.

NOTE.—The control Nos. of No. 105 run from 10,000 to 20,000, of No. 106 to 30,000, of No. 107 to 40,000, and so on, 10,000 of each printing.

**Southwold Railway.**

1891. Printed by McCorquodale & Co., London. Sheets of 12, 2 rows of 6. Black control numbers.

110. 2d. yellow-green, rouletted.

**West Lancashire Railway.**

1891. Printed by Bemrose, Derby. Sheet of 12, 3 rows of 4. Perf. 10. Black vertical control numbers.

111. 2d. green.

**Wrexham, Mold and Connah's Quay Railway.**

1891. Printed by McCorquodale & Co., London. Sheets of 12, 2 rows of 6. Rouletted. Black control numbers.

112. 2d. yellow-green.

## WALES.

**Barry Dock and Railways.**

1891. Printed by McCorquodale & Co., London.  
Sheets of 12, 2 rows of 6. Black control numbers.

151. 2d. green, rouletted. Nos. 1 to 500.

152. " perf. (?) Nos. 501 to 1000.

NOTE.—In 1895 these stamps were superseded by others inscribed "Barry Railway."

**Barry Railway.**

1895. Printed by McCorquodale & Co., London.  
Sheets of 12, 2 rows of 6. Black control numbers.

Perf.  $11\frac{1}{2}$ .

153. 2d. dull green. Nos. 1001 to 1600.

154. 2d. green. Nos. 1601 to 2800.

155. 2d. yellow-green. Nos. 2801 to 4000.

**Brecon and Merthyr Railway.**

1891. Printed by Bemrose, Derby. Sheets of 60,  
6 rows of 10. Perf. 11.

156. 2d. green.

**Cambrian Railways.**

1891. Special type. Sheets of 12, 3 rows of 4.

157. 2d. green (shades), perf.  $12\frac{1}{2}$ .

158. 2d. dark green, perf.  $11\frac{1}{2}$ .

159. 2d. pale green, glazed paper, perf.  $11\frac{1}{2}$ .

160. " thin paper, perf.  $11\frac{1}{2}$ .

NOTE.—No. 157, always has a white spot in the centre of the figure 2.

**Manchester and Milford Railway.**

1891. Printed by McCorquodale & Co., London.  
Sheets of 12, 2 rows of 6. Rouletted. Black control numbers.

161. 2d. yellow-green, fig. 3mm. high.

162. 2d. green, fig.  $3\frac{1}{2}$ mm high.

**Neath and Brecon Railway.**

1891. Printed by Waterlow & Sons. Sheets of 12, 4 rows of 3. Perf. 11½.

163. 2d. dark green, margin of sheet imperf.

164. 2d. green (shades), .. .. perf.

1897. Printed by McCorquodale & Co., London. Sheets of 12, 2 rows of 6. Perf. 11½.

165. 2d. dull green.

**North Pembrokeshire and Fishguard Railway.**

1897. Printed from steel plates in large sheets, but divided into blocks of 8 without margin before delivery.

166. 2d. green, perf. 11.

**Pembroke and Tenby Railway.**

1891. Printed by McCorquodale & Co., London. Sheets of 12, 2 rows of 6. Black control numbers.

167. 2d. yellow-green, rouletted (?).

168. 2d. dark green, perf. 11½.

**Rhondda and Swansea Bay Railway.**

1891. Printed by Waterlow & Sons. Sheets of 24, 4 rows of 6.

169. 2d. green.

**Rhymney Railway.**

1891. Printed by McCorquodale & Co., London. Sheets of 60, 10 rows of 6. Black control numbers. Rouletted.

170. 2d. yellow-green.

**Taff Vale Railway.**

1891. Printed by Benrose, Derby. Sheets of 12, 3 rows of 4. Black vertical control numbers.

171. 2d. green, perf. 10.

## SCOTLAND.

**Ayrshire and Wigtownshire Railway.**

This was a small line connecting Girvan on the Glasgow and South-Western Railway with the Portpatrick and Wigtownshire Railway at Challoch Junction. There were only five stations, Pinnore, Pinwherry, Barrhill, Glenwhilly and New Luce, and the line was taken over entirely by the Glasgow and S. W. Railway on February 1st, 1892.

Letter Post Stamps were issued on this line in March, 1891, 2004 stamps having been printed by McCorquodale & Co. The stamps are said to have been printed in deep green and rouletted, but no copies are known. An imperf. proof is in existence.

**Caledonian Railway Company.**

1891. Printed by McCorquodale & Co., Glasgow. Sheets of 12, 3 rows of 4. Perf. 12.

201. 2d. pale green, glazed paper.

202. 2d. deep green.

203. 2d. yellow-green (shades).

**City of Glasgow Union Railway.**

1891. Printed by McCorquodale, Glasgow. Sheets of 12 (?)

203a. 2d. deep green, perf. 12.

NOTE.—In May, 1898, a reprint of 12 sheets was made, 12 stamps to the sheet (3 rows of 4), similar in colour, perf., etc. to the third issue of the Caledonian Railway (as above).

**Dundee and Arbroath Joint Railway.**

1891. Printed by McCorquodale & Co., Glasgow. Sheets of 12, 3 rows of 4. Perf. 12.

204. 2d. dark green, glazed paper.

**Glasgow and South Western Railway.**

1891. Printed by McCorquodale & Co., Glasgow.  
Sheets of 12, 3 rows of 4. Perf. 12.

- 205. 2d. dark green, glazed paper.
- 206. 2d. yellow-green.
- 207. 2d. green.

**Glasgow, Barrhead and Kilmarnock Joint Railway.**

1891. Printed by McCorquodale & Co., Glasgow.  
Sheets of 12, 3 rows of 4. Perf. 12.

- 208. 2d. green (shade), glazed paper.
- 209. 2d. pale green.

**Great North of Scotland Railway.**

1891. Sheets of 12, 3 rows of 4. Perf. 12.

- 210. 2d. yellow-green, thick paper.
- 211. 2d. green (shades), thin paper.
- 212. 2d. dark green (shades).

**Highland Railway Company (The).**

1891. Printed by McCorquodale & Co., Glasgow.  
Sheets of 12, 3 rows of 4. Perf. 12.

- 213. 2d. olive-green, glazed paper.
- 214. 2d. green.

**North British Railway Company.**

1891. Printed by McCorquodale & Co., Glasgow.  
Sheets of 12, 3 rows of 4. Perf. 12.

- 215. 2d. pale green, glazed paper.
- 216. 2d. green.
- 217. 2d. olive-green.

**Portpatrick and Girvan Joint Line.**

1892 (?). Printed by McCorquodale & Co., Glasgow.  
Perf. 12.

218. 2d. green.

NOTE.—The Portpatrick and Girvan was a short line from Stranraer to Challoch Junction, and has, since January, 1894, been merged in the Portpatrick and Wigtownshire Railway.

**Portpatrick and Wigtownshire Railways.**

1891. Printed by McCorquodale & Co., Glasgow.  
Perf. 12.

Sheets of 12, 3 rows of 4.

219. 2d. dark green, glazed paper.

Sheets of 12, 2 rows of 6.

220. 2d. green.

221. 2d. yellow-green.

**IRELAND.****Ballycastle Railway.**

1891. Lithographed by R. Carswell & Sons, Belfast.  
Printed in sheets of 9, 3 rows of 3. Perf. 11.

251. 2d. green.

252. 2d. olive-green, (shades).

**Belfast and County Down Railway.**

1891. Lithographed by R. Carswell & Sons, Belfast.  
Printed in sheets of 9, 3 rows of 3. Perf. 11.

253. 2d. deep green.

254. 2d. olive-green, yellow green.

**Belfast and Northern Counties Railway.**

1891. Lithographed by R. Carswell & Sons, Belfast.  
Printed in sheets of 9, 3 rows of 3. Perf. 11.

255. 2d. green (?).

256. 2d. olive-green, yellow-green (shades).

257. 2d. grey.

**Castleberg and Victoria Bridge Tramway Company.**

1897. Lithographed by Sealy, Bryers and Walker, Dublin. Printed in sheets of 24, 4 rows of 6. One issue only.

258. 2d. green (shades), perf. 12½.

259. " " " " 10.

**Cavan, Leitrim and Roscommon Light Railway.**

1891. Lithographed by Sealy, Bryers & Walker, Dublin. Printed in sheets of 24, 4 rows of 6. Pin perf. 11.

260. 2d. bluish-green.

NOTE.—About June, 1898, a large number of stamps were printed in sheets of 48, inscribed "Cavan, Leitrim and Roscommon Light Railway," but without the knowledge or authority of the Company. These "stamps" are deep green in colour, and perf. 10 and 12½. The entire stock is stated to have been sold to a dealer.

Owing to a change in the name of the Company to "Cavan and Leitrim Railway," a new issue is shortly expected.

**Clogher Valley Tramway Co., Ltd.**

1891. Lithographed by Sealy, Bryers & Walker, Dublin. Sheets of 24, 4 rows of 6. Perf. 11.

261. 2d. green (shades).

NOTE.—These stamps are now obsolete.

**Clogher Valley Railway Co., Ltd.**

1898. Lithographed by Sealy, Bryers & Walker, Dublin. Sheets of 48, 6 rows of 8. Perf. 10.

262. 2d. dark green.





Cambrian.



Grt. N. of Scotland.

Carswell & Sons,  
Belfast.Sealy, Bryers & Walker,  
Dublin.

**Cork and Macroom District Railway.**

1891. Printed by Purcell & Co., Cork. Sheets of 8,  
2 rows of 4. Perf. 12.

First type, two lines at bottom.

263. 2d. bright blue (shades).

Second type, three lines at bottom.

264. 2d. bright green (shades).

**Cork, Bandon and South Coast Railway.**

1891. Printed by Purcell & Co., Cork. Perf. 12.

*First type*, with comma after Bandon; thicker  
lettering; larger 2d. in centre.

*First printing*, sheets of 12, 3 rows of 4 (?).

265. 2d. yellow-green.

*Second printing*, sheets of 12, 2 rows of 6.

266. 2d. pale green (shades).

NOTE.—The latter stamps have the figures (195)  
between brackets at the N.W. corner, the former  
being without a number.

*Second type*, no comma after Bandon; lettering and  
2d. thinner; general impression clearer.

*Third printing*, sheets of 12, 2 rows of 6.

267. 2d. dark green (shades).

*Fourth printing*, sheets of 12, 4 rows of 3.

268. 2d. green (shades).

*Fifth printing*, sheets of 12, 2 rows of 6, with large  
margin above and below.

269. 2d. dark green.

NOTE.—The latter stamps have the figures (92) at the  
N.W. corner, and the former two issues (195).

**Cork, Blackrock and Passage Railway.**

1891. Printed by Purcell & Co., Cork. Sheets of 12, 3 rows of 4. Perf. 12.

270. 2d. green.

271. 2d. dull green.

**Donegal Railway Company.**

1892 (October). Printed by McCorquodale & Co., London. Sheets of 10, 2 rows of 5. Rouletted in colour.

272. 2d. pale green, green, glazed paper.

273. 2d. dark green (shades).

1898. Printed by McCorquodale & Co., Glasgow. Sheets of 12, 3 rows of 4. Perf. 12.

274. 2d. green (shades).

**Dublin, Wicklow and Wexford Railway.**

1891. Printed by Browne & Nolan, Dublin. Sheets of 60, 10 rows of 6. The number of the sheet is printed in black on the margin above the third stamp in first row. Perf. 10½.

275. 2d. pale green.

276. 2d. green.

**Dundalk, Newry and Greenore Railway.**

1891. Printed by McCorquodale & Co., London. Sheets of 20, 5 rows of 4. Black control numbers. Rouletted.

277. 2d. yellow-green. Nos. 1 to 500.

278. 2d. green.

**Finn Valley Railway Company.**

1891. Printed by Sealy, Bryers & Walker, Dublin. Sheets of 24 (?). Perf. 11.

279. 2d. yellow-green.

280. 2d. dark green.

NOTE.—These stamps ceased to be issued in October, 1892. In May, 1898, a reprint of 8 sheets of 12 (3 rows of 4) was made, the stamps being bright emerald-green, perf. 12½. Proof impressions exist imperforate.

### **Finn Valley and West Donegal Railways.**

1891 (June). Printed by McCorquodale & Co., London. Sheets of 10 or 12 (?). Rouletted (?).

281. 2d. green.

NOTE.—These stamps were superseded in October, 1892, by those of the Donegal Railway. In August, 1898, a reprint of 12 sheets was made, the sheets consisting of 10 stamps, 2 rows of 5, printed in yellow-green, and rouletted in colour.

### **Great Northern Railway Company (I.)**

1891. Printed by Sealy, Bryers & Walker, Dublin. Perf. 11. Sheets of 48, 8 rows of 6.

282. 2d. green.

283. 2d. dark green.

284. 2d. dull green.

### **Great Southern and Western Railway.**

1891. Printed by Sealy, Bryers & Walker, Dublin. Perf. 11. Sheets of 24, 4 rows of 6.

285. 2d. dark green.

286. 2d. emerald-green.

### **Kanturk and Newmarket Railway.**

1892. Printed by Sealy, Bryers & Walker, Dublin. Sheets of 24. Pin perf. 10.

287. 2d. dark green.

NOTE.—A proof sheet of the first transfer, printed in very dark blue green shade and imperforate, has come into the hands of collectors and been cut up.



Parcell & Co.,  
Cork.



Brown & Nolan,  
Dublin.



James Calhoun,  
Derry.



N. Harvey & Co.,  
Waterford.

In the second transfer which was used for the stamps actually issued, the most noticeable difference is the figure 2, the tail of which is thicker than in the first. Perforated proofs or reprints in yellow-green are also known.

**Londonderry and Lough Swilly Railway Company.**  
(I.)

1893 (Sept.) Lithographed by James Calhoun, Derry. Sheets of 48 (?). Perf. 12.  
288. 1d. blue (shades).

**Midland Great Western Railway.**

1891. Printed by Brown & Nolan, Dublin. Sheets of 60, 10 rows of 6. Perf. 10½.  
289. 2d. pale green.  
290. 2d. green.

NOTE.—The number of the sheet is printed in black on the margin over the third stamp in the top row.

**Sligo, Leitrim and Northern Counties' Railway.**

1891. Lithographed by Carswell & Sons, Belfast. Perf. 11. Printed in sheets of 9, 3 rows of 3.  
291. 2d. green.  
292. 2d. olive-green.

**Tralee and Dingle Light Railway and Tramway Company.**

1891. Printed by Sealy, Bryers & Walker, Dublin. Sheets of 48, 8 rows of 6. Perf. 10.  
293. 2d. dark green.

**Waterford and Tramore Railway.**

1891. Printed by N. Harvey & Co., Waterford. Sheets of 24, 4 rows of 6. Perf. 11.  
294. 2d. green (shades).

**Waterford and Central Ireland Railway.**

1891. Printed by N. Harvey & Co., Waterford.  
Sheets of 24, 4 rows of 6.

295. 2d. green, perf. 12.

296. 2d. red-brown, perf. 11.

**Waterford, Dungarvan and Lismore Railway.**

1891. Printed by Harvey & Co., Waterford. Sheets  
of 24, 4 rows of 6. Perf. 12.

297. 2d. deep vermilion.

298. 2d. vermilion.

Sheets of 24, 6 rows of 4. Perf. 11.

299. 2d. pink (shades).

**Waterford and Limerick Railway.**

1891. Printed by N. Harvey & Co., Waterford.  
Sheets of 24, 4 rows of 6.

300. 2d. yellow-green, perf. 12.

301. 2d. emerald green, perf. 11.

302. 2d. dull green, perf. 11.

NOTE.—These stamps have been obsolete since  
January, 1896.

**Waterford, Limerick and Western Railway.**

1896 (Jan). Printed by N. Harvey & Co., Water-  
ford. Sheets of 24, 4 rows of 6. Perf. 11.

303. 2d. emerald green.

304. 2d. yellow-green.

Sheets of 24, 6 rows of 4.

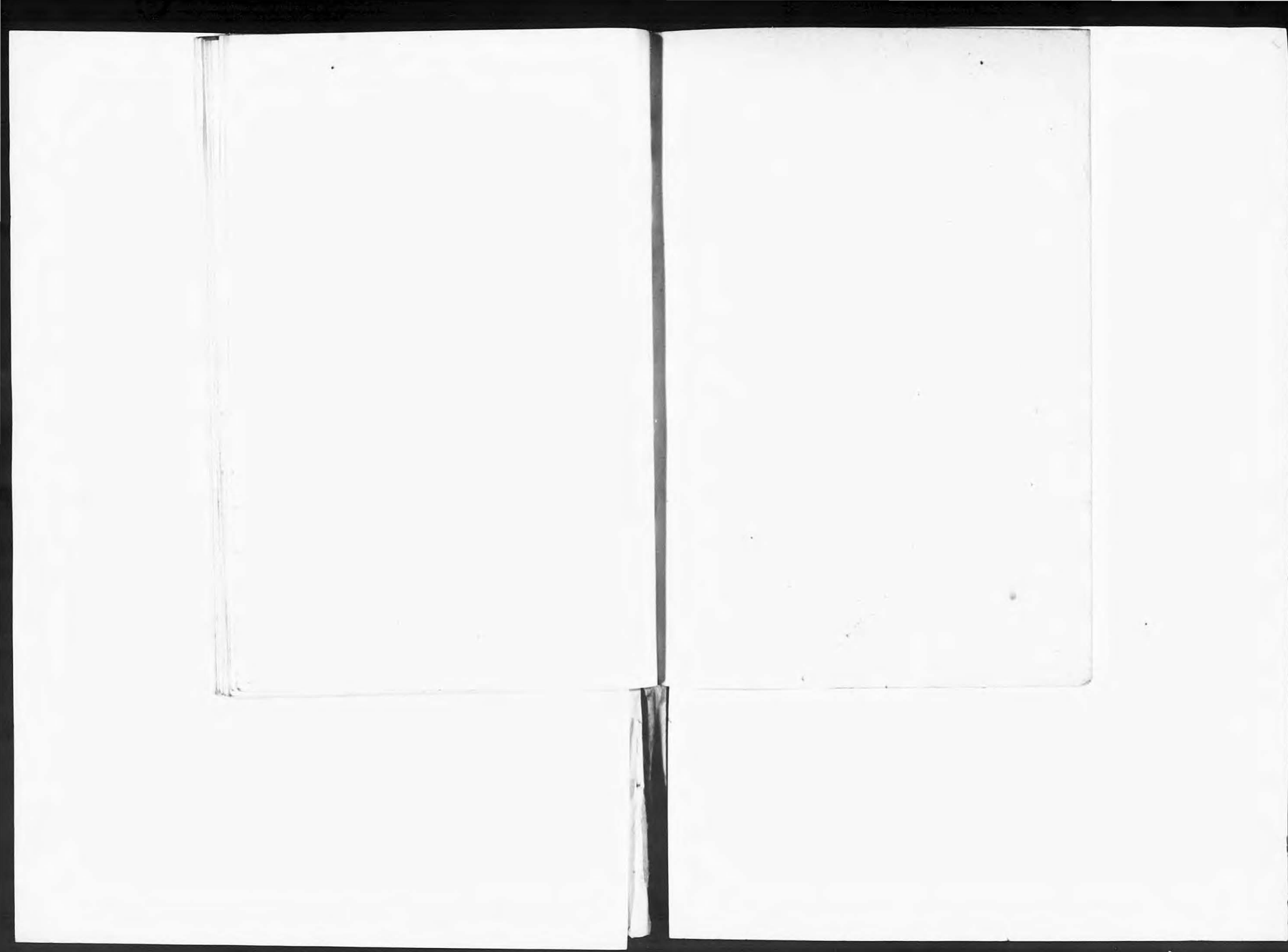
305. 2d. green.

306. 2d. dark green.

**West Clare Railway Company.**

1891. Printed by Sealy, Bryers & Walker, Dublin.  
Sheets of 24, 4 rows of 6. Perf. 11.

307. 2d. green (shades).



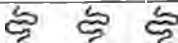


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OF

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